

Travis Air Force Base Protection Element

Introduction

The purpose of this General Plan Element is to demonstrate the City's strong support for Travis Air Base and to emphasize the City's commitment to ensuring the continued operation of Travis AFB. Many of the policies contained in this Element are also contained in other elements of the General Plan, including the Land Use; Circulation; Open Space, Conservation & Recreation; Health and Safety; and Economic Development. Their grouping into one cohesive element ensures that pertinent General Plan policies related to the protection of Travis AFB can be easily recognized and used.

Travis Air Force Base (AFB) is home to the world's largest military airlift unit, the 60th Air Mobility Wing, and also serves as the home base for the Wing's reserve counterpart, the 349th Air Mobility Wing (Associate). In 1995, the function of the Base was expanded by the addition of air refueling assets from March Air Force Base. The United States Department of Defense has been using the site for military operations since the early 1940's. The Base is vitally important to Fairfield's and Solano County's overall economic health.

Goal

Protect the mission and operation of Travis Air Force Base.

Objectives, Policies & Programs

Objective TP 1

Ensure that future land uses are compatible with the continued operation of Travis AFB.

Policy TP 1.1

Future development shall not conflict with the viability of Travis AFB. (See Policy LU 13.3 and Policy ED 1.9)

Policy TP 1.2

Continue to notify the Air Force of proposed development activities in the vicinity of Travis AFB.

Policy TP 1.3

Proposed land uses shall be consistent with the land use compatibility policies and criteria of the 2002 Land Use Compatibility Plan (LUCP) for Travis Air Force Base. (See Policy LU 13.3, and Policies HS 5.1, HS 5.2, HS 5.3, and HS 9.2)

Policy TP 1.4

Projects within the LUCP Compatibility Zones A, B1, B2, C, D or the Height Review Overlay Zone as shown on Exhibit HS-3 of the General Plan shall be referred to the Solano County Airport Land Use Commission (ALUC) as required by the Travis AFB Land Use Compatibility Plan (LUCP).

Policy TP 1.5

Maintain current agricultural zoning in the area east of Northgate Road, including the Jepson Prairie, for land that is not within the boundaries of the Base. (See Policy OS 1.3, Policy OS 9.3, and Program OS 9.3 A,)

Policy TP 1.6

Continue to support the role of Travis Air Force Base as a significant contributor to the economic base of the community. (See Policy ED 1.9)

Policy TP 1.7

Two hundred units of housing shall be exempt from any special funding mechanism established to pay for new infrastructure to serve the northeast area of the City and shall provide preference for affordable housing for military personnel stationed at Travis Air Force Base.

Objective TP 2

Protect the citizens of Fairfield from excessive noise and protect Travis Air Force Base from noise complaints by preventing incompatible land uses from encroaching upon the base. (See Objective HS 9)

Policy TP 2.1

All new land use proposals shall comply with the noise and overflight policies of the 2002 LUCP for Travis Air Force Base. (See Policy HS 9.2 and Program HS 9.2A and Policy LU 12.3)

Policy TP 2.2

No new residential zoning will be applied to land in Compatibility Zones A, B1, B2, or C and no new schools will be permitted in these areas. (See Policy HS 9.2 and Program HS 9.2 A)

Policy TP 2.3

For all new residential development east of Claybank Road, require homebuyer-renter notification of the aircraft noise associated with Travis AFB.

Objective TP 3

Ensure the safety of persons on the ground from potential hazards from the operation of Travis Air Force Base. (See Objective HS 5 and Policy LU 12.3)

Policy TP 3.1

No new development shall be permitted in the Compatibility Zones A, B1, and B2. Development shall be limited in Compatibility Zone C, per the 2002 LUCP.

Objective TP 4

Protect the safety of aircraft in flight. (See Objective HS 6)

Policy TP 4.1

Objects and structures within the Compatibility Zones C, D, and the Height Review Overlay Zone as shown in Exhibit HS-3 shall conform to FAR Part 77 height limits. (See Policy HS 6.1)

Policy TP 4.2

Development proposals shall be reviewed for hazards to aircraft in flight, including: uses that release into the air any substance such as steam, dust and smoke which would impair pilot visibility; uses that produce light emissions, glare or distracting lights which could interfere with pilot vision or be mistaken for airfield lighting; sources of electrical emissions which would interfere with aircraft communications or navigation; and uses which would attract birds or waterfowl to the extent that they would pose a danger to aircraft operation in the vicinity of the Base.

Objective TP 5

Protect the viability of Travis AFB to accommodate expansions and new and/or different missions consistent with the changing world role of the United States.

Policy TP 5.1

Establish a reserve of land to be set aside for the expansion of Travis AFB or a change in its mission.

Policy TP 5.2

Establish mechanisms to facilitate the exchange of information between the City of Fairfield and the Air Force as follows:

- a. Early notification by the City to the Air Force of development projects east of Claybank Road;*
- b. Early notification by the Air Force to the City of changes in aircraft flight patterns;*
- c. An ongoing consultation mechanism between the City and the Air Force on issues of mutual concern.*

Policy TP 5.3

The projected need for additional utilities and other municipal services by Travis AFB should be considered in the development of new infrastructure plans.

Policy TP 5.4

The City will cooperate with Travis Air Force Base officials in identifying strategies to meet the housing needs of military personnel. (See Policy HO 7.5 and Program HO 7.5 A)

Supporting Text

Community Encroachment Issues

Airports, both civilian and military, can come under substantial pressure to close or relocate because of complaints of noise and other health and safety concerns from area residents, even in cases where the airports preexisted the residential development. Development in the vicinity of an airport can be considered as encroachment if there are not adequate mechanisms to ensure that the development is compatible with the operations of the Air Force. The Travis Air Force Base Protection Element policies are intended to provide for compatibility between the operations of Travis Air Force Base and future development in the City. The Element is therefore considered as a means to prevent encroachment by the City on the Base.

History of Land Use Compatibility Planning in the Vicinity of Travis AFB

In 1974, the City of Fairfield entered into a Memorandum of Understanding with the Air Force and the California Office of Planning and Research which established a process for the three agencies to report and comment on development projects within the vicinity of Travis AFB. The intent of the MOU is to assure that proposed activities are compatible with State, Regional, Local and Base plans and programs.

In 1976, the Air Force prepared the first Air Installation Compatible Use Zone (AICUZ) Study for Travis AFB. This AICUZ was updated by the Air Force in 1989 and in 1995. The purpose of the AICUZ study is to promote compatible land development in areas subject to aircraft noise and accident potential. In 1990, the Solano County Airport Land Use Commission (ALUC) adopted the Comprehensive Airport Land Use Plan for Travis Air Force Base (ALUP). The purpose of the ALUP is to protect Travis AFB, the safety and general welfare of people in the vicinity of the Base, and the safety of air navigation.

The 1990 ALUP was based on the 1989 AICUZ Report. Both the 1989 AICUZ and the 1990 ALUP include noise contours and accident potential zones for the current flying activity of the Base. Both documents contain comprehensive land use compatibility guidelines. These guidelines are similar in the two documents, however the ALUP has stricter standards for residential development and schools. The ALUP also contains specific policies regarding land use compatibility in relation to obstruction clearance, noise and overflight, and safety. In 1992, the

ALUC found the City of Fairfield General Plan consistent with the ALUP; and in 1994, the ALUC found the Peabody Walters Master Plan consistent with the ALUP.

In March of 1995, the Air Force released a new AICUZ for Travis AFB. The new AICUZ differs from the 1989 AICUZ by the inclusion of a maximum mission scenario in addition to the current mission scenario. The maximum mission noise contours were generated by expanding current aircraft operations and aircraft types to reflect projected training and operational requirements. The intent of the maximum mission is to assist local agencies in their long-term land use planning in the vicinity of the base.

In June 2002, the ALUC adopted an updated ALUP, now called the Travis AFB Land Use Compatibility Plan (LUCP). The ALUC also adopted a new review procedures document for all Solano County Airports. Should the LUCP become invalid or be set aside, the protection zones and noise contours as shown in Air Installation Compatible Use Zone (AICUZ) shall govern.

Base Realignment and Closure (BRAC)

The Defense Base Closure and Realignment Act established a process to review military installations for realignment and closure. The 1994 BRAC process resulted in the realignment of air refueling assets from March AFB to Travis AFB. The selection of Travis AFB to expand its mission resulted from Air Force plans to establish an air mobility wing to align airlift and air refueling assets under one commander.

For the 1995 BRAC process, eight major criteria and a number of sub-elements were established for selecting installations for closure or realignment. Of these criteria, military value of the installation was given priority. The 1995 BRAC ratings included Travis AFB in the group of Air Force installations with the highest relative merit. Travis was given the highest possible rating (green) on existing and future local community encroachment. Travis received a low rating (red) for air quality and a moderately low rating (yellow minus) for affordability of off-base housing.